

2004
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates
where available

Jurisdiction Report
49

King & Queen County

Prepared By
Virginia Department of Transportation
Mobility Management Division

In Cooperation With
U.S. Department of Transportation
Federal Highway Administration

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT’s Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems



Interstate Route

Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.



US Route



Virginia State Route



Secondary Route

Special Routes



Bus - Business Route

Bypas - Bypass Route

Truck - Truck Route



ALT - Alternate Route

Wye - Wye Route connector



P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.



The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation
Mobility Management Division
2004
Annual Average Daily Traffic Volume Estimates By Section of Route
King & Queen Maintenance Area

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
14	King & Queen County	From: US 360; St Stephens Church														
		To: 49-629	6.14	410	G	75%	1%	3%	2%	19%	0%	F	0.106	F	0.529	420 G
14	King & Queen County	From: 49-629														
		To: W 49-620	1.81	590	G	75%	1%	3%	2%	19%	0%	F	0.084	F	0.613	610 G
14	King & Queen County	From: W 49-620														
		To: 49-617 King and Queen C H	9.74	360	G	75%	1%	3%	2%	19%	0%	C	0.106	F	0.568	360 G
14	King & Queen County	From: 49-617 King and Queen C H														
		To: 49-614	5.63	970	G	75%	1%	3%	2%	19%	0%	F	0.095	F	0.518	990 G
14	King & Queen County	From: 49-614														
		To: SR 33 Shackelfords	6.81	2800	G	75%	1%	3%	2%	19%	0%	F	0.096	F	0.533	2900 G
14 33	King & Queen County	From: SR 33 Shackelfords														
		To: SR 33 Shackelfords Fork	1.66	12000	G	90%	1%	1%	2%	6%	0%	C	0.087	F	0.66	12000 G
14 Buena Vista Rd	King & Queen County	From: SR 33 Lewis Puller Mem Hwy														
		To: Gloucester County Line	4.95	3900	G	90%	1%	1%	3%	6%	0%	C	0.099	F	0.649	3900 G
33	King & Queen County	From: Gloucester County Line														
		To: King William County Line	3.30	15000	G	90%	1%	1%	2%	7%	0%	C	0.082	F	0.645	15000 G
33	King & Queen County	From: King William County Line														
		To: 49-678	0.14	14000	G	90%	1%	1%	2%	7%	0%	F	0.079	F	0.650	14000 G
33 14	King & Queen County	From: 49-678														
		To: SR 14 Buena Vista Rd, Shackelfords Fork														
33 14	King & Queen County	From: SR 14 Shackelfords														
		To: SR 14 Shackelfords Fork	1.66	12000	G	90%	1%	1%	2%	6%	0%	C	0.087	F	0.66	12000 G
33 Lewis Puller Mem Hwy	King & Queen County	From: SR 14 Shackelfords Fork														
		To: SR 14 Buena Vista Rd, Shackelfords Fork	2.61	7400	G	90%	1%	1%	2%	7%	0%	F	0.078	F	0.612	7600 G
360	King & Queen County	From: Gloucester County Line														
		To: King William County Line	2.91	11000	G	94%	0%	1%	1%	4%	0%	F	0.086	F	0.71	11000 G
360	King & Queen County	From: King William County Line														
		To: SR 14	6.29	8900	G	90%	1%	1%	3%	6%	0%	C	0.084	F	0.708	9100 G
360	King & Queen County	From: SR 14														
		To: Essex County Line														

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King Queen Maintenance Area

Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year	
						2Axle	3+Axle	1Trail	2Trail								
King & Queen County																	
(600)	1.48	20	R	From:	49-616						NA			NA		06/11/2003	
				To:	49-617												
(601)	1.39	60	R	From:	Dead End						NA			NA		06/17/2003	
				To:	1.39 MN Dead End												
(601)	0.91	90	R	From:							NA			NA		06/17/2003	
				To:	49-605 South												
(601)	3.40	190	G	From:	49-605 North					C	0.126	F	0.583	200	G	2004	
				To:	SR 14 West												
(601)	1.25	270	R	From:	SR 14 East						NA			NA		06/26/2003	
				To:	SR 33												
(601)	0.13	40	R	From:							NA			NA		06/26/2003	
				To:	Dead End; Gap Terminus												
(601)	0.03	20	R	From:	Dead End; Gap Terminus						NA			NA		06/26/2003	
				To:	49-601												
(602)	1.20	40	R	From:	Dead End						NA			NA		06/11/2003	
				To:	SR 14												
(602)	1.00	70	R	From:							NA			NA		06/26/2003	
				To:	1.00 MN SR 14												
(602)	3.60	20	R	From:							NA			NA		06/26/2003	
				To:	49-614												
(602)	3.67	80	G	From:	87%	1%	5%	1%	5%	1%	C	0.194	F	0.539	90	G	2004
				To:	Middlesex County Line												
(603)	4.39	180	G	From:	SR 14					F	0.115	F	0.644	180	G	2004	
				To:	49-610												
(603)	0.86	380	G	From:	92%	0%	3%	2%	3%	0%	C	0.107	F	0.575	380	G	2004
				To:	Middlesex County Line												
(604)	0.70	220	R	From:	49-614						NA			NA		06/11/2003	
				To:	Essex County Line												
(605)	0.03	20	R	From:	Dead End						NA			NA		08/15/2000	
				To:	49-674												
(605)	1.31	150	R	From:							NA			NA		08/15/2000	
				To:	SR 33												
(605)	3.46	950	G	From:	93%	0%	1%	2%	3%	0%	C	0.089	F	0.611	970	G	2004
				To:	49-606												
(605)	2.00	520	G	From:	93%	0%	1%	2%	3%	0%	F	0.087	F	0.723	530	G	2004
				To:	49-601 SOUTH												
(605)	2.68	170	R	From:							NA			NA		08/08/2000	
				To:	SR 14												
(606)	2.40	110	R	From:	49-605						NA			NA		08/08/2000	
				To:	49-601												
(607)	1.10	20	R	From:	49-631						NA			NA		06/19/2003	
				To:	49-617 EAST												
(607)	1.40	30	R	From:	49-617 WEST						NA			NA		06/09/2003	
				To:	Essex County Line												

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						2Axle	3+Axle	1Trail	2Trail							
King & Queen County																
608	0.17	920	G	From:	49-678				C	0.096	F	0.607	940	G	2004	
				To:	49-700											
608	2.73	540	G	From:	92%	0%	4%	0%	4%	F	0.107	F	0.687	550	G	2004
				To:	49-609 WEST											
608	1.89	150	R	From:	49-609 EAST					NA			NA		10/03/2000	
				To:	1.89 MN 49-609											
608	0.29	40	R	From:						NA			NA		10/03/2000	
				To:	Cul-de-Sac											
609	0.60	30	R	From:	Dead End					NA			NA		06/26/2003	
				To:	49-614 NORTH											
609	0.64	90	R	From:	49-614 SOUTH					NA			NA		06/26/2003	
				To:	0.64 ME 49-614											
609	2.31	2	R	From:						NA			NA		06/26/2003	
				To:	49-613											
609	0.30	30	R	From:						NA			NA		06/26/2003	
				To:	49-611											
609	1.80	2	R	From:						NA			NA		06/26/2003	
				To:	49-603 Gap Terminus											
609	5.80	180	R	From:	49-610 Gap Terminus					NA			NA		06/26/2003	
				To:	SR 33											
610	3.65	410	G	From:	SR 14				C	0.093	F	0.816	420	G	2004	
				To:	49-609											
610	1.89	380	G	From:	94%	0%	3%	1%	1%	F	0.103	F	0.568	390	G	2004
				To:	49-603											
610	1.19	120	R	From:						NA			NA		09/20/2000	
				To:	49-656											
610	2.14	100	R	From:						NA			NA		09/20/2000	
				To:	49-613											
610	2.30	90	R	From:						NA			NA		09/20/2000	
				To:	49-602 EAST											
610	1.40	60	R	From:	49-602 WEST					NA			NA		09/20/2000	
				To:	49-614 EAST											
610	0.70	230	G	From:	85%	2%	2%	7%	5%	C	0.087	F	0.714	240	G	2004
				To:	49-614 WEST											
610	0.20	50	R	From:						NA			NA		09/11/2000	
				To:	49-616 EAST											
610	0.85	60	R	From:						NA			NA		06/11/2003	
				To:	0.85 MN 49-616											
610	0.75	2	R	From:						NA			NA		06/11/2003	
				To:	49-615											
610	1.70	30	R	From:						NA			NA		06/11/2003	
				To:	49-616 WEST											
611	2.00	20	R	From:	49-609					NA			NA		06/26/2003	
				To:	2.00 MS 49-609											
611	1.00	40	R	From:						NA			NA		06/26/2003	
				To:	SR 14 EAST											

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						2Axle	3+Axle	1Trail	2Trail							
King & Queen County																
611	1.60	140	R	From:	SR 14 WEST						NA			NA		06/26/2003
				To:	Dead End											
612	0.30	100	R	From:	SR 14						NA			NA		06/11/2003
				To:	49-630											
612	2.77	10	R	From:							NA			NA		06/11/2003
				To:	49-617 SOUTH											
612	1.53	130	R	From:							NA			NA		06/11/2003
				To:	Essex County Line											
613	1.10	9	R	From:	Dead End						NA			NA		06/26/2003
				To:	49-614 NORTH											
613	4.10	50	R	From:	49-614 SOUTH						NA			NA		06/26/2003
				To:	49-610											
614	1.90	20	R	From:	Dead End						NA			NA		06/26/2003
				To:	SR 14											
614	0.90	1100	G	38%	5%	2%	13%	42%	0%	C	0.084	F	0.528	1100	G	2004
614	1.00	1200	G	From:	49-613 SOUTH					F	0.091	F	0.519	1300	G	2004
				To:												
614	0.80	1200	G	From:	49-613 NORTH					F	0.093	F	0.515	1200	G	2004
				To:												
614	1.30	230	G	From:	49-609 SOUTH					F	0.094	F	0.58	240	G	2004
				To:												
614	1.00	140	G	From:	49-602					F	0.116	F	0.796	140	G	2004
				To:	49-610 EAST											
614	4.65	60	R	From:	49-610 WEST						NA			NA		09/11/2000
				To:	49-615											
614	0.70	110	R	From:							NA			NA		09/07/2000
				To:	49-604											
614	3.30	30	R	From:							NA			NA		06/11/2003
				To:	49-617											
615	1.40	30	R	From:	49-610						NA			NA		06/11/2003
				To:	49-614											
616	6.90	120	R	From:	SR 14						NA			NA		06/11/2003
				To:	49-610 EAST											
617	2.20	90	R	From:	49-631						NA			NA		06/09/2003
				To:	49-607 EAST											
617	2.00	70	R	From:							NA			NA		06/09/2003
				To:	49-612 SOUTH											
617	1.80	60	R	From:	49-612 NORTH						NA			NA		06/11/2003
				To:												
617	2.60	60	R	From:	49-614						NA			NA		06/11/2003
				To:												
617	4.90	100	R	From:	49-616						NA			NA		06/11/2003
				To:	SR 14											

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						2Axle	3+Axle	1Trail	2Trail							
King & Queen County																
618	1.00	20	R	From:	SR 14					NA			NA		06/09/2003	
				To:	Dead End											
619	2.80	450	G	From:	49-721					F	0.091	F	0.727	460	G	2004
				To:	49-673											
619	1.80	360	G	From:	49-673					C	0.109	F	0.524	370	G	2004
				To:	49-660											
619	3.00	300	G	From:	49-673					F	0.111	F	0.569	310	G	2004
				To:	Essex County Line											
620	2.20	20	R	From:	49-633					NA			NA		06/09/2003	
				To:	SR 14 WEST											
620	2.89	170	G	From:	SR 14 EAST					F	0.152	F	0.58	170	G	2004
				To:	49-631 EAST											
620	1.00	520	G	From:	49-631 EAST					C	0.096	F	0.655	530	G	2004
				To:	Essex County Line											
621	3.80	540	G	From:	SR 14					C	0.095	F	0.52	560	G	2004
				To:	Essex County Line											
622	0.49	410	G	From:	US 360					C	0.12	F	0.653	420	G	2004
				To:	Essex County Line											
623	1.05	200	G	From:	49-721					C	0.086	F	0.556	210	G	2004
				To:	49-635 SOUTH											
623	4.60	170	R	From:	49-635 NORTH					NA			NA		08/01/2000	
				To:	49-619											
623	1.80	30	R	From:	49-619					NA			NA		06/02/2003	
				To:	Essex County Line											
624	1.13	140	R	From:	49-635					NA			NA		06/02/2003	
				To:	49-689											
624	1.97	80	R	From:	49-689					NA			NA		06/02/2003	
				To:	Caroline County Line											
625	1.60	180	G	From:	49-628					F	0.127	F	0.56	180	G	2004
				To:	49-651											
625	1.00	220	G	From:	49-651					F	0.115	F	0.517	230	G	2004
				To:	49-721											
625	1.50	170	G	From:	49-721					C	0.125	F	0.565	180	G	2004
				To:	49-649											
625	1.10	120	R	From:	49-649					NA			NA		06/27/2000	
				To:	49-641											
625	2.00	70	R	From:	49-641					NA			NA		06/27/2000	
				To:	Caroline County Line											
626	0.46	7	R	From:	49-623					NA			NA		06/02/2003	
				To:	0.46 MN 49-623											
626	0.04	3	R	From:	0.46 MN 49-623					NA			NA		06/02/2003	
				To:	Dead End											

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						2Axle	3+Axle	1Trail	2Trail							
King & Queen County																
627	2.04	80	R	From:	Caroline County Line					NA				NA		06/27/2000
				To:	49-721											
628	1.50	60	R	From:	US 360					NA				NA		06/02/2003
				To:	49-721 SOUTH											
628	1.20	220	R	From:	49-721 NORTH					NA				NA		06/02/2003
				To:	1.20 MW 49-721											
628	1.40	40	R	From:	2.60 MW 49-721 GAP					NA				NA		06/02/2003
				To:	1.80 SE 49-639 GAP											
628	1.80	20	R	From:	49-639					NA				NA		06/02/2003
				To:	49-625											
628	1.90	220	G	96%	0%	1%	1%	2%	0%	C	0.12	F	0.643	230	G	2004
				To:	King William County Line											
629	3.10	970	G	From:	King William County Line					C	0.094	F	0.6	990	G	2004
				To:	SR 14											
630	2.50	140	R	From:	49-631					NA				NA		06/09/2003
				To:	49-612											
631	1.45	130	R	From:	Dead End					NA				NA		06/11/2003
				To:	SR 14 EAST											
631	2.60	630	G	93%	1%	5%	0%	1%	0%	C	0.099	F	0.607	650	G	2004
				To:	49-632											
631	1.45	300	G	93%	1%	5%	0%	1%	0%	F	0.097	F	0.571	310	G	2004
				To:	SR 14 SOUTH: 49-633											
631	1.58	210	G	93%	1%	5%	0%	1%	0%	F	0.089	F	0.55	210	G	2004
				To:	49-630											
631	2.54	290	G	93%	1%	5%	0%	1%	0%	F	0.1	F	0.567	290	G	2004
				To:	49-620 EAST											
631	3.03	80	R	From:	49-620 WEST					NA				NA		06/09/2003
				To:	SR 14 EAST											
631	0.98	120	R	From:	SR 14 WEST					NA				NA		06/09/2003
				To:	49-672											
631	1.44	160	R	From:	49-672					NA				NA		06/02/2003
				To:	1.44 MW 49-672											
631	0.06	180	R	From:	US 360 EAST					NA				NA		06/02/2003
				To:	US 360 WEST											
631	2.20	360	G	96%	1%	2%	0%	1%	0%	C	0.096	F	0.71	360	G	2004
				To:	49-650											
631	2.15	90	R	From:	49-650					NA				NA		06/02/2003
				To:	49-619											
632	1.79	460	G	From:	49-633					C	0.093	F	0.535	460	G	2004
				To:	49-631											
633	0.27	4	R	From:	Dead End					NA				NA		06/09/2003
				To:	49-675											

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						2Axle	3+Axle	1Trail	2Trail								
King & Queen County																	
633	0.65	49	R	From:	49-675						NA			NA		06/09/2003	
				To:	49-634 SOUTH												
633	1.41	250	R	From:	49-634 NORTH						NA			NA		08/01/2000	
				To:	49-636 WEST												
633	0.30	210	R	From:	49-636 WEST						NA			NA		08/01/2000	
				To:	49-636 EAST												
633	0.69	180	R	From:	49-636 EAST						NA			NA		06/09/2003	
				To:	0.69 ME 49-636												
633	1.31	210	R	From:	49-629 NORTH						NA			NA		06/09/2003	
				To:	49-629 SOUTH												
633	1.70	160	R	From:	49-634						NA			NA		08/01/2000	
				To:	96% 0% 3% 0% 0% 0%					C		0.088	F		0.558		590
633	2.60	580	G	96%	0%	3%	0%	0%	0%	C	0.088	F	0.558	590	G	2004	
				From:	49-632						NA			NA		08/23/2000	
633	2.60	80	R	To:	SR 14; 49-631												
				From:	49-633						F	0.098	F	0.6	650	G	2004
634	1.35	640	G	88%	1%	2%	2%	6%	0%	F							
				To:	49-629 EAST												
634	1.72	480	G	From:	49-629 WEST						F	0.108	F	0.609	490	G	2004
				To:	49-636												
634	1.78	400	G	From:	49-636						F	0.139	F	0.587	410	G	2004
				To:	49-633 SOUTH												
634	0.47	420	G	From:	49-633 SOUTH						F	0.130	F	0.593	430	G	2004
				To:	49-633 NORTH												
634	2.07	770	G	From:	49-633 NORTH						C	0.101	F	0.521	780	G	2004
				To:	SR 14												
635	1.19	360	G	From:	49-721						C	0.101	F	0.79	370	G	2004
				To:	49-623 SOUTH												
635	4.43	210	G	From:	49-623 SOUTH						F	0.114	F	0.774	210	G	2004
				To:	Essex County Line												
636	2.00	190	R	From:	49-634						NA			NA		06/09/2003	
				To:	49-633 WEST												
636	2.00	170	R	From:	49-633 EAST						NA			NA		06/09/2003	
				To:	SR 14												
637	1.40	190	R	From:	Dead End						NA			NA		06/09/2003	
				To:	49-634												
638	0.20	20	R	From:	49-620 SOUTH						NA			NA		06/09/2003	
				To:	49-620 NORTH												
639	0.45	100	R	From:	49-628						NA			NA		06/02/2003	
				To:	49-684												
639	1.15	390	R	From:	49-721						NA			NA		06/02/2003	
				To:	49-721												
640	1.00	230	R	From:	49-721						NA			NA		06/02/2003	
				To:	1.00 MN 49-721												

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						2Axle	3+Axle	1Trail	2Trail							
King & Queen County																
640	1.30	120	R	From:	1.00 MN 49-721						NA			NA		06/02/2003
				To:	49-623											
641	2.00	90	R	From:	49-652						NA			NA		06/02/2003
				To:	49-625											
642	0.30	80	R	From:	US 360						NA			NA		06/02/2003
				To:	49-628											
643	0.83	240	R	From:	Dead End						NA			NA		08/15/2000
				To:	SR 33											
644	1.40	140	R	From:	49-601						NA			NA		06/17/2003
				To:	SR 14											
645	0.60	40	R	From:	Dead End						NA			NA		06/17/2003
				To:	49-605											
646	0.20	160	R	From:	SR 14						NA			NA		08/08/2000
				To:	49-678											
647	0.80	70	R	From:	Dead End						NA			NA		06/26/2003
				To:	0.80 ME Dead End											
647	1.00	160	R	From:	49-609						NA			NA		06/26/2003
				To:	49-609											
648	1.40	140	R	From:	Dead End						NA			NA		08/08/2000
				To:	49-605											
649	0.70	4	R	From:	49-625						NA			NA		06/02/2003
				To:	Dead End											
650	1.60	140	R	From:	49-631						NA			NA		07/27/2000
				To:	Essex County Line											
651	1.00	30	R	From:	Dead End						NA			NA		06/02/2003
				To:	49-625											
652	1.40	45	R	From:	49-721 WEST						NA			NA		06/02/2003
				To:	49-641											
652	0.60	190	R	From:	49-721 EAST						NA			NA		06/02/2003
				To:	49-721 EAST											
653	0.70	10	R	From:	49-609						NA			NA		06/26/2003
				To:	Dead End											
654	1.20	210	R	From:	Dead End						NA			NA		10/03/2000
				To:	SR 14											
655	1.00	60	R	From:	Dead End						NA			NA		10/03/2000
				To:	49-681											
656	0.40	2	R	From:	Dead End						NA			NA		06/26/2003
				To:	49-610											

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						2Axle	3+Axle	1Trail	2Trail							
King & Queen County																
657	1.28	100	R	From:	Dead End						NA			NA		08/15/2000
				To:	SR 14											
658	3.14	70	R	From:	49-605						NA			NA		06/17/2003
				To:	49-601											
659	0.60	100	R	From:	Dead End						NA			NA		06/11/2003
				To:	49-631											
659	1.80	6	R	From:							NA			NA		06/11/2003
				To:	SR 14											
660	2.10	180	R	From:	49-721						NA			NA		08/01/2000
				To:	49-619											
661	0.37	30	R	From:	Dead End						NA			NA		06/17/2003
				To:	49-687											
661	0.31	210	R	From:							NA			NA		06/17/2003
				To:	SR 33											
662	0.46	40	R	From:	Dead End						NA			NA		06/09/2003
				To:	49-634											
663	0.31	60	R	From:	Dead End						NA			NA		06/09/2003
				To:	49-629											
664	0.95	140	R	From:	49-721						NA			NA		06/02/2003
				To:	Dead End											
665	1.04	230	R	From:	Dead End						NA			NA		06/02/2003
				To:	49-721											
666	0.76	320	R	From:	Dead End						NA			NA		06/17/2003
				To:	49-667											
666	0.60	420	R	From:							NA			NA		06/17/2003
				To:	49-605											
667	1.20	40	R	From:	Dead End						NA			NA		08/08/2000
				To:	49-666											
668	0.25	180	R	From:	49-605						NA			NA		08/15/2000
				To:	Dead End											
669	1.20	40	R	From:	Dead End						NA			NA		06/09/2003
				To:	28-620; Essex County Line											
670	0.15	70	R	From:	Dead End						NA			NA		08/15/2000
				To:	SR 33											
671	0.87	50	R	From:	Dead End						NA			NA		06/02/2003
				To:	49-641											
672	0.84	90	R	From:	49-631						NA			NA		06/02/2003
				To:	Dead End											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
King & Queen County																
673	0.79	160	R	From:	49-619						NA			NA		06/02/2003
				To:	Dead End											
674	0.29	40	R	From:	Dead End						NA			NA		08/15/2000
				To:	49-605											
675	0.32	10	R	From:	Dead End						NA			NA		06/09/2003
				To:	49-633											
676	0.26	80	R	From:	Dead End						NA			NA		08/15/2000
				To:	SR 33											
677	0.26	20	R	From:	Dead End 0.26 MN						NA			NA		06/02/2003
				To:	SR 14											
677	0.19	30	R	From:	SR 14						NA			NA		06/02/2003
				To:	Dead End 0.19 MS											
678	0.17	190	R	From:	SR 33						NA			NA		08/08/2000
				To:	SR 14 WEST											
678	1.24	840	G	92%	0%	3%	1%	4%	0%	C	0.104	F	0.581	860	G	2004
679	1.18	20	R	From:	SR 33 WEST						NA			NA		08/08/2000
				To:	SR 33 EAST											
680	0.49	70	R	From:	Cul-de-Sac						NA			NA		06/17/2003
				To:	49-605											
681	0.28	280	R	From:	SR 14						NA			NA		06/11/2003
				To:	SR 14											
682	0.15	30	R	From:	US 360						NA			NA		07/27/2000
				To:	Dead End											
683	0.07	70	R	From:	Dead End						NA			NA		08/15/2000
				To:	SR 33											
684	1.37	90	R	From:	Dead End						NA			NA		08/01/2000
				To:	49-639											
685	0.64	50	R	From:	SR 14						NA			NA		08/23/2000
				To:	0.64 MN SR 14											
685	0.16	60	R	From:	Dead End						NA			NA		08/23/2000
				To:	Dead End											
686	0.06	70	R	From:	Dead End						NA			NA		08/15/2000
				To:	SR 33											
687	0.26	60	R	From:	Dead End						NA			NA		08/15/2000
				To:	49-661											
688	0.15	20	R	From:	49-691						NA			NA		06/17/2003
				To:	Dead End											

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
King & Queen County																
(689)	0.26	10	R	From:	49-624						NA			NA		08/11/2000
				To:	Dead End											
(690)	0.26	70	R	From:	Dead End						NA			NA		08/15/2000
				To:	49-661											
(691)	0.22	30	R	From:	49-605						NA			NA		06/17/2003
				To:	SR 33											
(692)	0.06	80	R	From:	Dead End						NA			NA		10/05/2000
				To:	49-632											
(693)	0.40	70	R	From:	Dead End						NA			NA		08/11/2000
				To:	49-721											
(700)	0.14	90	R	From:	49-608						NA			NA		06/26/2003
				To:	49-701											
(701)	0.17	30	R	From:	49-608						NA			NA		08/08/2000
				To:	49-700											
(721)	1.60	2700	G	93%	1%	2%	1%	4%	0%	C	0.109	F	0.723	2800	G	2004
				From:	49-619											
(721)	3.94	1700	G	93%	1%	2%	1%	4%	0%	F	0.090	F	0.53	1800	G	2004
				From:	49-639											
(721)	2.66	1700	G	93%	1%	2%	1%	4%	0%	F	0.096	F	0.564	1700	G	2004
				From:	49-635											
(721)	1.12	930	G	93%	1%	2%	1%	4%	0%	F	0.091	F	0.550	950	G	2004
				From:	49-623											
(721)	1.79	790	G	93%	1%	2%	1%	4%	0%	F	0.088	F	0.510	800	G	2004
				From:	49-627											
(721)	2.84	630	G	93%	1%	2%	1%	4%	0%	F	0.093	F	0.556	640	G	2004
				From:	Caroline County Line											
(725)	0.34	80	R	From:	Cul-de-Sac						NA			NA		06/11/2003
				To:	49-659											
(1000)	0.40	100	R	From:	49-1001						NA			NA		06/11/2003
				To:	49-631											
(1001)	0.35	40	R	From:	Cul-de-Sac						NA			NA		06/11/2003
				To:	49-1000											
(1001)	0.15	45	R	From:							NA			NA		06/11/2003
				To:	Cul-de-Sac											
(1202)	0.20	30	R	From:	49-629						NA			NA		08/23/2000
				To:	Dead End											
(1203)	0.30	130	R	From:	49-629						NA			NA		06/09/2003
				To:	Dead End											
(9211)	0.09	80	R	From:	Pleasant Hill High Sch						NA			NA		10/18/2000
				To:	SR 14											

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						2Axle	3+Axle	1Trail	2Trail							
King & Queen County																
9212	0.12	30	R	From:	Mariott Elem Sch					NA			NA		06/26/2003	
				To:	49-721											
9493	0.05	90	R	From:	K & Q Cen High School					NA		NA		10/18/2000		
				To:	0.05 ME SR 14											
9493	0.16	120	R	From:						NA		NA		10/18/2000		
				To:	SR 14											
9958	0.08	70	R	From:	Lawson Elem Sch					NA		NA		10/18/2000		
				To:	49-721											